

**Listing of Claims:**

1. (Currently Amended) A drive unit (10) for actuating drives in a motor vehicle with a first housing part (12), and a second housing part (14), which is connected to the first housing part (12) by means of connecting elements (40), wherein the first housing part (12) features receptacles (38) for the connecting elements (40), characterized in that the receptacles (38) are embodied as centering holes (36) for corresponding centering pins (48), which are arranged on the second housing part (14), characterized in that the second housing part (14) features counter receptacles (44, 46) for the connecting elements (40), which are surrounded at least partially by the centering pins (48), ~~[[and]]~~ characterized in that the first and second housing parts (12, 14) are assigned bearing functions for an armature shaft (24), characterized in that the centering pin (48) forms a clearance fit together with the centering holes (36), wherein the first housing part (12) is a pole pot of an electric motor (16) and the second housing part (14) is a gear housing, and wherein a brush holder is arranged between the first housing part (12) and the second housing part (14).
2. (Withdrawn) Drive unit (10) according to Claim 1, characterized in that the centering pins (48) are embodied as connecting elements (40).
3. (Canceled)
4. (Previously Presented) Drive unit (10) according to Claim 1, characterized in that the centering pins (48) are embodied to be sleeves.
5. (Previously Presented) Drive unit (10) according to Claim 1, characterized in that lead-in bevels (60, 66) are formed on the centering pins (48).
6. (Withdrawn) Drive unit (10) according to Claim 1, characterized in that the connecting elements (40) feature a head (52), whose diameter (54) is greater than the diameter (56) of the centering holes (36).

7. (Previously Presented) Drive unit (10) according to Claim 1, characterized in that the centering holes (36) are arranged as through bore holes (36) in a flange (34) whose thickness (70) is greater than the height (72) of the centering pin (48).
8. (Canceled)
9. (Canceled)
10. (Previously Presented) Drive unit (10) according to Claim 1, characterized in that the counter receptacles (44) are embodied as pocket holes or through holes (46).
11. (Withdrawn) Drive unit (10) according to Claim 2, characterized in that the centering pins (48) are embodied to be sleeve-like.
12. (Canceled)
13. (Currently Amended) Drive unit (10) according to Claim 1 ~~Claim 2~~, characterized in that lead-in bevels (60, 66) are formed on an inner and an outer perimeter of the centering pins (48).
14. (Canceled)
15. (Withdrawn) Drive unit (10) according to Claim 2, characterized in that the connecting elements (40) feature a head (52), whose diameter (54) is greater than the diameter (56) of the centering holes (36).
16. (Canceled)

17. (Withdrawn) Drive unit (10) according to Claim 2, characterized in that the centering holes (36) are arranged as through bore holes (36) in a flange (34) whose thickness (70) is greater than the height (72) of the centering pin (48).
18. (Canceled)
19. (Canceled)
20. (Canceled)
21. (Canceled)
22. (Canceled)
23. (Currently Amended) A drive unit (10) for actuating drives in a motor vehicle with a first housing part (12), and a second housing part (14), which is connected to the first housing part (12) by means of connecting elements (40), wherein the first housing part (12) features receptacles (38) for the connecting elements (40), characterized in that the receptacles (38) are embodied as centering holes (36) for corresponding centering pins (48), which are arranged on the second housing part (14), [[and]] characterized in that centering pins (48) and the second housing part (14) are formed as one unitary piece by injection molding, characterized in that the centering pin (48) forms a clearance fit together with the centering holes (36), wherein the first housing part (12) is a pole pot of an electric motor (16) and the second housing part (14) is a gear housing, and wherein a brush holder is arranged between the first housing part (12) and the second housing part (14).